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301ST BOMBARDMENT WING, MEDIUM

1-31 October 1962

(Unclassified Time)

P.R.C.

DEC 1 1962

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
Prepared by
Airman Third Class Robert L. Brown
Interdiction Information
Headquarters, 301st Bombardment Support Group
Lockbourne Air Force Base, Ohio

Raymond F. Rudell

RAYMOND F. RUDELL
Colonel, USAF
Commander

P.R.C.

301ST AIR DIVISION

EIGHTH AIR FORCE - STRATEGIC AIR COMMAND


UNITED STATES AIR FORCE

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CHAPTER I

ORGANIZATION AND MISSION

Organization

The following units were assigned to the 301st Bombardment Wing, Medium (301BW) at Lockbourne Air Force Base, Ohio during the period 1 October through 31 October 1962. (U)

Headquarters Squadron Section, 301BW

32nd Bombardment Squadron

352nd Bombardment Squadron

353rd Bombardment Squadron

321st Air Refueling Squadron

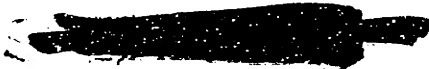
301st Armament Electronics Maintenance Squadron

301st Field Maintenance Squadron

301st Organizational Maintenance Squadron

Mission

To accomplish the mission set forth by Headquarters Eighth Air Force, the 301st Bombardment Wing must train and maintain a force capable of conducting electronic countermeasures operations and developing and testing electronic warfare tactics and equipment while maintaining the capability to conduct long-range offensive bombardment and air-to-air refueling operations on a global scale utilizing the



latest technical knowledge, advanced weapons and procedures; be prepared to perform those tasks assigned in emergency war plans and related operations orders and must train and administer assigned reserve personnel and units; participating in disaster relief and other emergencies when required. (S)

1. Organizational Chart, 801st Air Division, 15 Dec 62. Exhibit 1.

CHAPTER 111

Operations

Hours and Sorties. The 301st Bombardment Wing's B-47E aircraft and crews had 219 sorties and 1,950 flying hours scheduled for the month of October 1962. Of these, the wing flew 173 sorties and 1,422 flying hours. The B-47E aircraft and crews flew 79 percent of the sorties and 73 percent of the flying hours that were scheduled.¹(U)

The KC-97G aircraft and crews had 104 sorties and 770 flying hours scheduled for October 1962. Of these, 80 sorties and 585 flying hours were flown. The KC-97G aircraft and crews flew 77 percent of the scheduled sorties and 76 percent of the scheduled flying hours.² (U)

Operational Readiness Inspection Test and General Inspection.

An unannounced Operational Readiness Inspection test and General Inspection was conducted one thru nine October 1962. The authorization for that inspection was contained in Air Force Regulation 123-1 and 123-6.³ (S)

1. 301BW Monthly Maintenance Bulletin, 31 Oct 62, not available for an exhibit.

2. Ibid

3. Eighth Air Force Operational Readiness Inspection Test and General Inspection of the 301st Air Division, 1-9 Oct 62. (S)

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The purpose of the Operational Readiness Test (ORT) was intended to evaluate the overall capability of the 301st Bombardment Wing to accomplish its primary Emergency War Operations (EWO) mission. The inspection was conducted under the supervision of Colonel Robert J. Nolan, Inspector General, Headquarters, Eighth Air Force. It was also conducted under Eighth Air Force Operations Order 300-63, Jet Stream Echo, nicknamed "Harpoon Gun". Scoring criteria for the ORT was determined under Strategic Air Command (SAC) Manual 50-5.⁴(S)

All Crew EWO preparations required were carried out in a satisfactory manner. Crews were alerted and reported promptly in accordance with the current published alerting procedures. CMF's and other required EWO material was promptly issued and controlled. Follow on (SAS) and pretake-off briefing schedules effected and complied with. Briefings conducted during the generation of the Follow On force were evaluated for professionalism in compliance with SAC Manual 55-7 volume 2 and other pertinent directives. Additionally reflex, home alert, SAS, and CMF's were inspected for completeness, accuracy under SAC Manual 55-7 volume 2 with the exception of a few minor discrepancies all of these activities were rated either excellent

4. Ibid

[REDACTED]

[REDACTED]

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or satisfactory. (S)

E-47 crews on alert at "A" hour were administered oral and written examinations. Some areas of weakness were noticed which increased emphasis on training was required. (S)

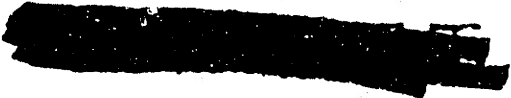
The Operational Readiness Inspection results were as follows:

A. Maintenance Effectiveness: The wing scored excellent for the Alert Force, The Follow On Force, and Regeneration of the Alert Force. The 321st ARS which participated in the ORIT received an excellent, 7 in this area with its Follow On Force. (S)

B. Mission Effectiveness: Mission effectiveness for both the 301BW and 321 ARS were scored as outstanding. In the mission effectiveness for the 301BW E-47 crew twelve aircraft were scheduled and eleven were effective. The noneffective aircraft was number 2412 which was noncomputed for mission effectiveness due to SAC Zippo message 00-572, 2136Z, 26 September 1962, implementing the requirements of SAC OPORD 78-63, Project Mercury Support at 1200Z on 21 October 1962, precluded ECM activity at Statesboro RBS site.⁵ (S)

5. Ibid

[REDACTED]



C. Navigation Missions: Twelve effective high altitude navigation missions were flown and scored versus twelve scheduled. A total of twelve E-47 crews and six KC-97 crews flew sorties in connection with the operational phase of the ORI team. (S)

D. Electronic Jamming: There were twelve Local Defense Runs scheduled with eleven effective and one was not scored. Aircraft number 2412 was unable to complete the Local Defense runs attack on the Statesboro HBS site due to frequency restrictions imposed by SAC OPORD 78-63, Project Mercury Support and was therefore not scored.⁶ (S)

E. Radar Simulator Runs: There were twelve Radar Simulator runs scheduled and eleven were effective. Aircraft number 2412 was unable to complete a Radar Simulator Run attack on the Statesboro HBS site due to frequency restrictions imposed by SAC OPORD 78-63, Project Mercury Support. (S)

F. Chaff Dispensing: Twelve aircraft attempted Chaff Dispensing and eleven of them were effective. Aircraft number 2168 failed to complete a Chaff Dispense Out. Maintenance analysis revealed that the clearance tolerance of the opening at the mouth of the Chaff Insert was not as specified, resulting in a chaff jam.

6. Ibid



[REDACTED]

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when a high dispense rate (8000 RPM) was set into the control box. This was a maintenance error. (S)


G. Gunnery Missions: Aircraft number 1963 failed to complete a successful gunnery mission. Maintenance Analysis revealed that misaligned ammunition links, jammed at the star wheel going into the feeder of the gun. This was a maintenance error. (S)

Aircraft number 1966 failed to complete a successful gunnery mission. Maintenance analysis revealed that the right gun failed after 263 rounds due to misaligned ammunition that caught on the roller adapter of the ammunition can. The ammunition feed chute on the left gun was damaged due to failure to install a terminal or finish link at the end of the belt resulting in the empty trailing link catching on the feed chute. This was also a maintenance error. (S)

Aircraft number 1881 failed to complete a successful gunnery mission. Maintenance analysis revealed that misaligned ammunition on both guns caught in the ammunition chutes between the front and back cans, damaging the chutes and terminating the firing of the guns. This also was a maintenance error.⁷ (S)

7. Ibid.

[REDACTED]



Cuban Crisis. On 22 October 1962 the United States assumed a strong defense posture to counteract the Cuban threat. Sometime on this date CIN SAC dispatched a message directing the SAC medium force for dispersal. In response to these instructions the 301st Bombardment Wing dispersed eight EB-47 aircraft to the wings satellite bases. Four aircraft were dispersed to Hancock field, Syracuse, New York and the remaining four were dispersed to Philadelphia International Airport, Philadelphia, Pennsylvania.⁸ (S)

This dispersal posture was taken to deny a potential enemy a potential force of aircraft belonging to the 301st Bombardment Wing; security of these aircraft was of prime importance to the nuclear striking capability of the United States and the United States Air Force. (U)

In accordance with instructions as outlined in SAC Manual 51 301st Bombardment Wing reduced its operational activities. All crews were restricted to the base, and personnel on base were recalled to their duty stations. (S)

During the period one thru twenty-one October 1962 the 301BW had twelve aircraft on home alert and ten aircraft on overseas alert

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2. Unit Operational Readiness Report, RCS; 1-4f-VI4, 1 Nov 62 and a briefing from Colonel R. J. Soucy.
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at Erize Norton, RAF station United Kingdom. (S)

On 22 October 1962 in response to the Cuban Crisis eight additional sorties were established or generated at the Satellite bases. On 24 October 1962 the wing increased its home alert force to twenty-two aircraft of which ten were assigned to the Follow On (SAS) Force. The 321AREFS had eight tankers on home alert during the period one thru 21 October 1962. On 24 October 1962 this force was increased by twelve additional Follow On Sorties. On 25 October 1962 the 301BW was directed to deploy one additional EB-47 aircraft to support an additional sortie at Brize Norton, England. On 27 October 1962 one B-47 aircraft was placed at the disposal of the 380th Bombardment Wing Plattsburg Air Force Base, New York by the direction of SAC. On 30 October 1962 two KC-97 aircraft were dispatched to Goose Bay, Labrador to augment the Goose Task Force, also by the direction of SAC.⁹ (S)

Due to the increased alert posture a need for additional transportation was needed. The 801st Air Division rented 50 passenger vehicles 25 of which was assigned to the 301BW. These vehicles were utilized to provide ECM and tanker crews and some of the supporting elements with required transportation. (U)

All details and Top Secret Information that is not available in this History will be found in a Top Secret Annex. (U)

9. Ibid

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